

Showers and cooler this afternoon or tonight; tomorrow fair, variable winds.

The Washington Times

A TIMES WANT AD
WILL SELL YOUR HOUSE.

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WASHINGTON, THURSDAY EVENING, JUNE 16, 1904.

PRICE ONE CENT.

RUSSIANS SINK TWO JAP SHIPS

Report of Attack Made by Vladivostok Squadron and Sinking of Hitachi Maru and Ludo Maru Confirmed.

THE NOVIK STOPS LANDING SUPPLIES AT LUNG-WANG-TUNG

Effort of Japanese to Turn Flank of Force at Vafungow Continues—Czar's Losses Were Heavy—General Wounded.

TOKYO, June 16.—The transport Hino Maru, which today returned from Moji, Japan, reports that at 11:20 yesterday morning she encountered a Russian squadron twenty miles west of Shimi-Shima. As soon as the Russians sighted the Hino Maru fled, signaling to the other transports the news of their danger.

Three of the transports escaped, but the Hino Maru saw the Hitachi Maru and the Sado Maru surrounded by the Russian ships and sunk. All doubts as to the authenticity of the reported sinking of the transports Hitachi Maru and Sado Maru by Russian warships in Korea Strait have been removed.

Three hundred and ninety-seven of the survivors of the former transport and 153 from the latter have reached shore.

NOVIK OUTSIDE THE HARBOR.

ROME, June 16.—A telegram from Tokyo reports that a Russian squadron, including the Novik, has destroyed all the Japanese preparation for a landing of troops and stores near Lung-Wang-Tung for an attack on Port Arthur from the east.

The presence of the Novik outside of Port Arthur Harbor indicates that the entrance to the harbor is again clear, as it must of necessity be so to permit the Novik to pass out.

FIGHTING STILL CONTINUES.

ST. PETERSBURG, June 16.—An official dispatch received today states that the fighting between the Russians and Japanese at Vafungow, Liaotung Peninsula, continues. The Russian losses on June 14, says the dispatch, were two generals wounded, twenty officers, and 300 men killed and wounded. On June 15 the Russians attacked the Japanese, who returned the attack at several points.

Heavy Japanese re-enforcements have been received. The Japanese now have three divisions in the vicinity.

LOSSES AT TELISSA.

LONDON, June 16.—The Tokyo correspondent of the Reuter Telegram Company says that in a fight at Telissa, near Fou-Chow, the Russians lost 500 killed and 300 taken prisoners. They also lost fourteen guns.

The Japanese casualties are placed at 1,000.

Scout Ship Follows Vladivostok Vessels

LONDON, June 16.—The Tokyo correspondent of Reuter's Telegram Company sends a report via Cologne that three Russian warships, which were engaged with Japanese vessels off the island of Tsushima on Tuesday and yesterday, were captured by Admiral Kamimura. Another message from Tokyo, timed 9 o'clock this morning, states that a Japanese scout ship followed the Russian vessels, probably merely to keep

Vladivostok Squadron The Terror of Japan

TOKYO, June 16.—In the absence of any official or authoritative account of the sort of the Vladivostok squadron it is only possible to send what appears to be the most reliable of the numerous reports.

The squadron reported to consist of the cruisers Rurik, Rossia, and Cromovoi, and, according to some accounts, of a flotilla of torpedo boats, arrived on Tuesday in the Strait of Korea, whence sounds of cannonading were heard on the Japanese and Korean coasts.

It is stated that the Russians bombarded the island of Okino, which lies half way between the island of Tsushima and the Japanese mainland. It is reported that the Japanese war-

ships at Sasebo and elsewhere hastened in the direction of the firing, and that the cruiser Nitaka encountered the Russians off Tsushima Island. The Nitaka was severely damaged, but at last reports was still trying to keep in touch with the enemy.

Transports Fired On.

The Japanese transports Ugo Maru and Fuyo Maru, homeward bound, had previously been sighted by the Russians, who pursued them, firing sixteen shots, but the transports reached Katsumoto safely.

Another account says that the Russians intercepted three laden Japanese transports, two of which are missing. The steamship Iburi Maru, which left Moji for Hakai at 10 p. m. June 14, returned at midday today flying the signal: "The enemy's vessels are on the sea."

The Iburi Maru subsequently reported seeing the merchant steamer Hitachi Maru fired upon at 6 o'clock in the morning. She also saw another steamer surrounded by the Russians.

Another report states that the Russians coast is causing great excitement, although it is declared that no city is exposed to attack. There is considerable anxiety regarding shipping, it being known that there are a number of unescorted vessels at sea.

The "Jiji Shimbun" prints the following: "We are of the opinion that the three Russian ships arrived at Kishima Island on June 14. The firing heard was not directed against warships. The steamers fired upon by the Russians were not injured and escaped to port. A dense fog prevailed around Tsushima Island on the morning of June 15. Since they were last seen one of the Russian vessels has parted company with the others."

We have carefully guarded the Strait of Korea and a scout immediately reported the enemy's ships to the squadron. The scout kept them well in touch throughout the day. At times she was

(Continued on Third Page.)

MOROCCO ACCEDES FURTHER DEMANDS MADE BY RAISULI

Sheik and Two Brothers Arrested by Sultan's Command.

THE BANDIT IS NOTIFIED

Death of Captives or Their Misuse Would Simplify Situation.

The Moroccan government will in all probability accede to the further demands of the bandit Raisuli, thus insuring the early release of Perdicaris and Varley.

This information came to the State Department today in a cablegram from Consul General Gummere, at Tangier, which reads as follows:

"As reported yesterday, Raisuli has increased his demands. An informant today by the minister of foreign affairs that one Sheik and his two brothers have been arrested. Their apprehension was demanded by Raisuli."

"A courier has been sent today to Raisuli by the government to assure him that his further demands will probably be granted, if the captives are released."

Captives Not in Danger.

Although the State Department is convinced that Perdicaris and Varley are in no immediate danger, and that, in fact, their preservation is the most valuable asset Raisuli has, it is admitted that violence toward them, or even their execution by the Moroccan bandits, would greatly simplify the situation, so far as the United States is concerned.

Raisuli evidently realizes that so long as he can keep the nations most concerned worried about the lives and well being of his captives, just so long he may continue to increase his extortions and with a fair show of their fulfillment.

With Perdicaris and Varley dead one factor of the vexatious problem would be eliminated. The United States would then be able to deal direct with the Sultan, to demand an indemnity and the adequate punishment of the murderers. Should the Sultan refuse either of these, or prove dilatory in complying with the latter, this country would proceed to employ force. Its fleet could make a demonstration and even proceed to the seizure of custom houses.

Still Requires Guarantees.

Meanwhile Raisuli clings to the idea that foreign countries, the United States, Great Britain, and France, should guarantee the realization of his political demands. This is an impossibility, so far as this country is involved, and from the information received from abroad by the State Department, Great Britain takes about the same position.

Even were it possible for the United States to become involved in European affairs, the Administration would decline to do so, on the ground that in the present instance it would amount to the compounding of a felony and thereby the establishment of a dangerous precedent.

In other words, it reserves its right to demand and secure the punishment of Raisuli after the two captives shall have been rescued.

The demands of Raisuli are, in brief, as follows: The dismissal of the governor of Tangier; the disbanding of the northern army; the payment of \$1,000,000 ransom; the release of all tribesmen arrested and imprisoned of certain government shells whom Raisuli accuses of having been parties to his original arrest; a grant by the Sultan of the villages and districts, Zenat and Alshah, to be entirely independent of the Moroccan government; and under Raisuli's sole jurisdiction.

GOULD RIDES ON AN ENGINE INTO PITTSBURG

PITTSBURG, June 16.—Riding on engine No. 235 with President Joseph Ramsey, Jr., of the Wabash Railroad, George J. Gould made his entry into Pittsburg after his own line, the Wabash Terminal.

It was the first train run into the new Wabash station in Pittsburg. President Ramsey's car was one of the three cars of the train. Gould went into the New York party with Mr. Gould, who announced a desire to see the new line, his own, and the Wabash. At the first stop he and President Ramsey ascended the engineer by climbing in.

"It was a delightful engine ride," said Mr. Gould, as he was driven to the Duquesne Club. "I enjoyed it much, and I think it is a great ride."

THUGS PLACE VICTIM ON RAILWAY TRACKS

Highwaymen Stab and Rob Traveler. Posse Makes Arrests—Discovered by Motorman.

BRISTOL, Pa., June 16.—Four highwaymen last night stabbed and robbed Charles Stager, of Newark, N. J., on the Bristol pike, near this place. Then they weighted his clothing with railroad iron and placed him, unconscious, on the trolley tracks.

A motorman discovered Stager in time to avoid running over him. The wounded man was brought to the Clossom House, and restored to consciousness.

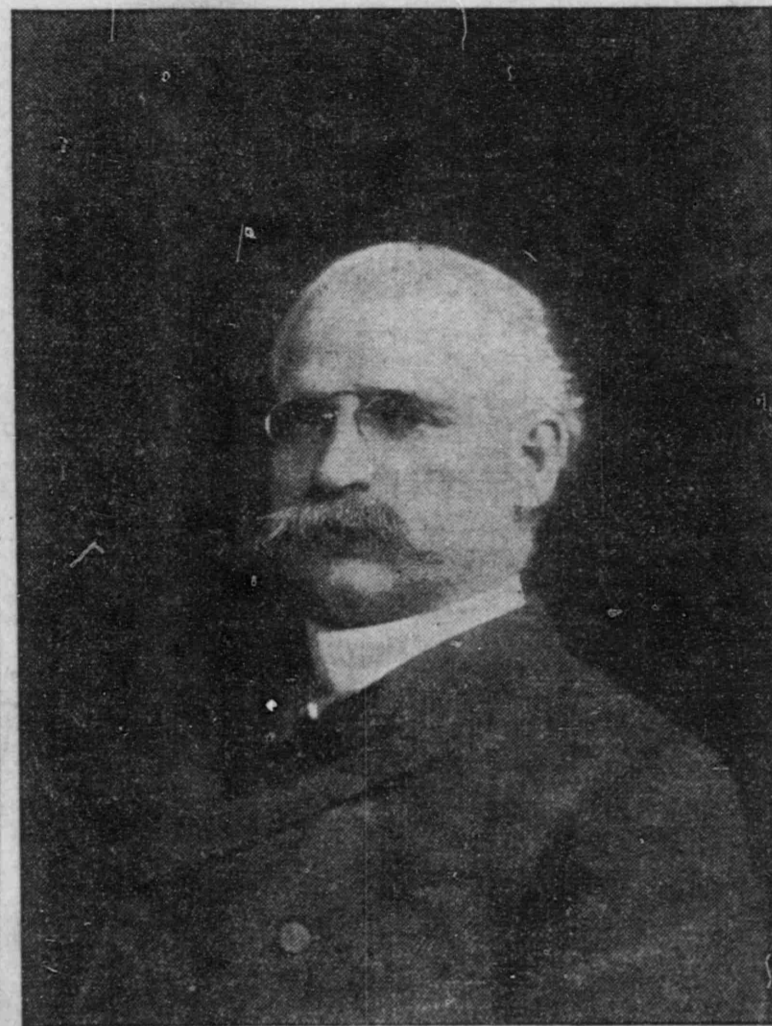
A posse of citizens is scouring the country. Two of the alleged assailants have been captured, and, after some severe handling at the hands of the mob, have been landed in the Bristol jail.

Stager was traveling from Philadelphia to Newark. The robbers got \$425.

OLIVER AT ALBANY HOME. Assistant Secretary Oliver, of the War Department, is at his home in Albany, where he will remain for a week.

HORROR CLAIMS OVER A THOUSAND

REPRESENTATIVE METCALF



MEMBER FROM CALIFORNIA.
Probable Successor to Secretary Cortelyou at Head of Department of Labor Commerce.

CORTELYOU READY TO LEAVE HIS DESK

Resignation Written—Will Become Effective June 22—Victor H. Metcalf Expected to Succeed Him.

The resignation of Secretary Cortelyou, of the Department of Commerce and Labor, has been prepared, and is either now in the hands of the President or will be tomorrow or Saturday. Secretary Cortelyou is to become the chairman of the Republican national committee June 22.

Reports continue in circulation today that the next Secretary of the Department of Commerce and Labor is to be Victor H. Metcalf, Representative from California. He is said to be the strongest candidate, with Commissioner of Corporations Garfield second.

It is expected the President will announce the appointment when the resignation of Mr. Cortelyou is made public. Victor Howard Metcalf is a native of Utica, N. Y., and is in his fifty-first year. He graduated from the Utica Free Academy, and also from Russell's Military Academy, New Haven, Conn., and then entered the class of 1876 at Yale. During his college vacations he

studied law in the office of Senator Francis Kernan and Horatio Seymour and John F. Seymour, in Utica. He left the academic department of Yale in his junior year and entered the Yale Law School, and was graduated there in 1878. He was admitted to practice in the supreme court of Connecticut in June, 1878, and in the supreme court of New York in 1877. He practiced law in Utica for two years and then moved to California, locating in Oakland. In 1881 he formed a law partnership with George D. Metcalf, who is also a graduate of Yale under the firm name of Metcalf & Metcalf.

He never held public office until he was elected to Fifty-sixth Congress. He was re-elected to the Fifty-seventh Congress, and to the present Congress. In the Fifty-seventh Congress Speaker Hendon recognized Mr. Metcalf's abilities by placing him upon the Ways and Means Committee, and he was reappointed to that committee by Speaker Cannon. Mr. Metcalf has not made his service in the House conspicuous by speechmaking, but he is regarded as otherwise a remarkably strong man.

Corbin Will Command In Philippine Isles

Appointment Causes Surprise, as Wood, Now at Mindanao, Was Expected to Be the Successor of Wade.

Maj. Gen. Henry C. Corbin has been ordered to the Philippines, and will give up the command of the Atlantic Division on October 1, to assume command of the Division of the Philippines. Orders to this effect were made public at the War Department this morning, and caused much surprise. It was

JUDGE ALVEY RECEIVES THE DEGREE OF LL. D.

Among the recipients of honorary degrees at St. John's College, Annapolis, Md., yesterday, was Chief Justice Richard H. Alvey, of the Court of Appeals of the District.

The degree of Doctor of laws was conferred upon Justice Alvey, together with Judges Alfred Pearce and Samuel D. Schumacker, of the court of appeals of Maryland, and James M. Cain, president of Washington College, Chestertown, Md.

Best Boards, \$1.50 Per 100 Feet. Frank Libbey & Co., 6th & N. Y. Ave.—Adv.

More Than Half That Number of Victims of the Slocum Holocaust Recovered by Noon Today—Estimate Grows.

GOVERNMENT TO INVESTIGATE CAUSE OF TERRIBLE DISASTER

Criticism of Owners and Inspectors Regarding Condition of Life Preservers on Ill-Fated Vessel—Cause Still Undetermined.

OFFICIALS' VIEWS OF THE HORROR

"I am satisfied fully one thousand people have lost their lives in this disaster," says Health Commissioner Darlington.

"There were fifteen hundred persons on the boat. Only two hundred of these were cared for at North Brothers Island Hospital. The ruins of the boat are still choked with bodies."

Superintendent Rickard, of Bellevue Hospital, says:

"It will take days and days to identify the dead. I believe twelve hundred people are dead."

President F. A. Barnaby, of the Knickerbocker Steamboat Company, owners of the General Slocum, declares if loss of life was due to defective apparatus, blame rests on the Government inspectors. Barnaby said the boat was turned over to them three weeks ago, after thorough overhauling, and they reported that everything had been done to make the boat safe.

Mr. Barnaby said:

"The condition of life preservers is left to inspectors. All they pronounce unfit are thrown away and new ones replace them. I bought thousands this year and should say three hundred were put aboard the General Slocum."

Henry Lundberg, local assistant inspector of hulls, made examination of the General Slocum on May 5. He found six metal life mats in good condition and life preservers ready for inspection. Lundberg said today:

"I found over three thousand life preservers. All were in good condition. I did not reject one, knowing the boat was only licensed to carry 2,500 people. They were, as the law requires, placed easy of access overhead."

NEW YORK, June 16.—Up to noon 469 bodies had been received at the morgue, and seventy more were on their way there aboard the city tug Fidelity.

This brings the list of recovered dead up to 539.

There had been 165 identifications up to the noon hour. Permits for removal of these bodies had been granted.

NEW YORK, June 16.—About two hundred and fifty feet from the New York shore, off the place known as Hunts Point, the upper part of a paddle box, two smokestacks, a scorched flagstaff and some twisted and bent ironwork, all sticking out of the water at an angle of 45 degrees, are visible the remnants of the ill-fated steamboat General Slocum.

It is a temporary and hideous monument at the scene where perhaps 1,000 persons, the great bulk of the women and children, lost their lives by fire or water.

GRAVE CHARGES HEARD.

Today there are grave murmurings and charges that this terrible sacrifice of life was needless.

That the officers of the boat, though their bravery is admitted, erred when they drove the burning vessel for half a mile before beaching her. That the life belts were rotten and unserviceable.

That the construction of the upper works of the boat was faulty, inasmuch as they were all of wood and gave a free sweep to the flames.

This latter complaint is true of steamboats all over the country. There is no law providing that superstructures should be built of steel. With the Slocum horror as a terrible lesson, it will not be surprising if such a steamboat regulation were adopted.

Long Island Sound this morning was covered with a thick mist that settled around the wreck of the Slocum as if in an endeavor to cover the horror spot with a huge white shroud.

TUGS WORKED DURING NIGHT.

All through the night wrecking tugs hovered about the wreck. The work of taking out bodies, however, which had been suspended at midnight, was not resumed until the sun was well up in the heavens.

On the shore, during the night, there was always a crowd, ever changing, of anxious fathers and other relatives of the dead.

Half a dozen divers were at work this morning, led by John Rice, the hero of the Boonton catastrophe, in which Diver Oleson lost his life.

Every now and then the people on shore would see a man in a weird looking suit slip over the side of a tug and sink to the bottom. When he returned he would have a blackened, dripping figure in his arms, a victim of the disaster. As a diver brought a body to the surface a grappling hook was placed under it and it was raised to the deck of the tug.

Generally, these bodies were burned beyond recognition. When several bodies were recovered a city tug would steam alongside. The dead were transferred. There a coroner would tag and number the corpses, after which they were placed in plain, white wooden boxes.

When a load was secured the tug would steam through the Sound into the East River and down to the foot of East Twenty-sixth Street, where the pier had been transformed into a temporary morgue.

SEARCH FOR BODIES GOES ON.

Out on the Sound, about North Brothers, South Brothers, and Rikers Islands, there were numerous small boats, manned by police and volunteer watermen. They were constantly finding bodies, which were